

THIRTY-SEVENTH YEAR
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TWO ZEPPELINS, OF TWELVE WHICH RAIDED LONDON, ARE SHOT DOWN

Thirty People in England Are Killed and 110 Are Injured by Bombs Dropped From Dirigibles.

**TOTAL CREW OF ONE
AIRSHIP IS KILLED**

Twenty-two Teutons Brought to
Earth Are Captured; Most
of English Casualties Are in
British Capital.

BY MORNING JOURNAL SPECIAL LONDON WIRE—
London, Sept. 24 (14915 p. m.)—
Of the twelve Zeppelins which invaded
the British Isles last night to death
and destruction from the skies,
two today lay stark and black masses
of steel and aluminum in the little
village of Mamod, Essex county.
The first, a large, gas-burning torch,
while the second, disabled by gunfire,
effected a landing which saved the
lives of the crew, who tonight are
prisoners in England. The crew of
the first raider died in the consuming
flames of their own ship.

One Zeppelin Falls in London.

The shooting down and burning of
the first Zeppelin was witnessed by
tens of thousands of London residents.

Many who saw the shipboard burning like skyrocket about the invader, which subsequently caught fire, think there must have been several direct hits. Many aeroplanes were aloft and attacked the Zeppelin from all sides. The raiders took a heavy toll of lives before their destruction, twenty-two being killed and one seriously injured. A civilian was wounded in the metropolitan district of London. Two persons were killed, probably four, and seventeen were wounded in the provinces.

The property damage, while widely distributed, is confined for the most part to small suburban dwellings and shops, although one railway was damaged, some empty cars being destroyed, and part of the tracks being torn up.

The fear of dropping bombs was heeded in many districts where the railways were livable. It is not known that more than two or three invading Zeppelins which crossed the east coast, succeeded in reaching the outskirts of London, and that two of them met their death near the River.

London Well Defended.—The fact that the airplanes were brought down well outside of London, both last night and September 5, is evidence that the British defenses have been reinforced. The difficulties in dealing with the raiders was further evidenced by the speed with which the searchlights picked up the first bomber that appeared above the city.

audience, a searchlight beam shot up to the strife sky. Three more dazzling shafts followed, and within fifteen seconds the drifting shipwrecks were caught in the beams, and the guns began sending up shrieking shrapnel shells.

For a minute or two, the raider kept his course, then swerved, turned north-west, and suddenly dissolved, vanishing into thin air. Evidently the Zeppelin was besetled in the smoke and the lights lost her completely.

Wild Nights in London

were dropping and red flares were visible as they hit the earth. Then the city was quiet for an hour. The searchlights flashed only occasionally in the hour for the Raiders. All London without sound of the guns and bombs, went out to see the spectacle and almost despair of further excitement when all was the quiet. They all were packed close in in the city. It looked first like the moon from rest in its last quarter from behind a cloudbank. From the city, it appeared to hang stationary for a moment or so, then slowly sliding red

To the watchers in Essex, however, the spectacle of the Germans, falling Zepelins and all, was a most exciting moment which marked the end of all and their chance for the gasping and their fortunate shots that brought the raiders to earth.

Attack Was Expected.

London expected the attack of last night, the Germans evidently having selected Saturday for their greatest efforts. But a bright moon deterred

When the engine started, the ship's motion changed from a lurching, choppy, to a twelve-foot, rolling motion, however, was not as rapid as the other ship, to the living area.

At the moment the first Zepherin appeared it was evident that the engine was of the new and large type. This has been borne out by the two brought down.

One of the burning Zepherin, in falling crashed through a row of trees in 1935, two of which pierced the lattice-work of the envelope supports. The other two engine was